

Mr. Houston

v v v ADM.

MEMORANDUM FOR THE RECORD

22 May 1960

SUBJECT: Sleeper Plane Accommodations

1. Bureau of the Budget Circular No. A-7, Transmittal Memorandum No. 8 dated 15 May 1960, amends paragraph 13 of the Standardized Government Travel Regulations, effective 20 April 1960, to include the use of accommodations on sleeper planes and adds the following sub-paragraph:

"13(e) Sleeper plane accommodations. One standard berth on airplanes having sleeping accommodations when overseas night travel, beginning or terminating in the United States, is involved."

2. Several questions have been raised with respect to the foregoing and the Budget Bureau official (Henry Merry) who prepared the release was informally contacted to ascertain the full intent of the amendment. The results of the conversation are:

a. The right to such accommodations is the same as the right to use Pullman accommodations. The departure time of an employee to or from an overseas destination should not, of course, be delayed merely for the purpose of securing sleeper plane accommodations.

b. "Overseas night travel" does not necessarily mean travel to a foreign location. As an example, travel from the United States to Hawaii and vice versa is considered overseas travel. The term is, however, held to mean over water and, therefore, travel to Alaska, Canada, Mexico, etc., should not be made using sleeper plane accommodations.

c. Such accommodations should not be used from or to points in the United States other than points immediately connected to the overseas leg of the journey. For example, sleeper plane accommodations should not be used from Washington to Los Angeles by a traveler en route to Tokyo. They would be available for the Los Angeles to Tokyo portion of the trip.

3. The Budget Bureau official indicated that the amendment will be amplified, possibly when the forthcoming revised Standardized Government Travel Regulations are issued, at which time inequities which become apparent will be adjusted. It was stated that the amendment was drafted rather hurriedly with LCA requirements in mind, such requirements primarily concerning travel to and from Europe, and short trips within Europe which are excluded because they do not involve overnight flying.

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